

**Appendix E
Workshop Summaries**



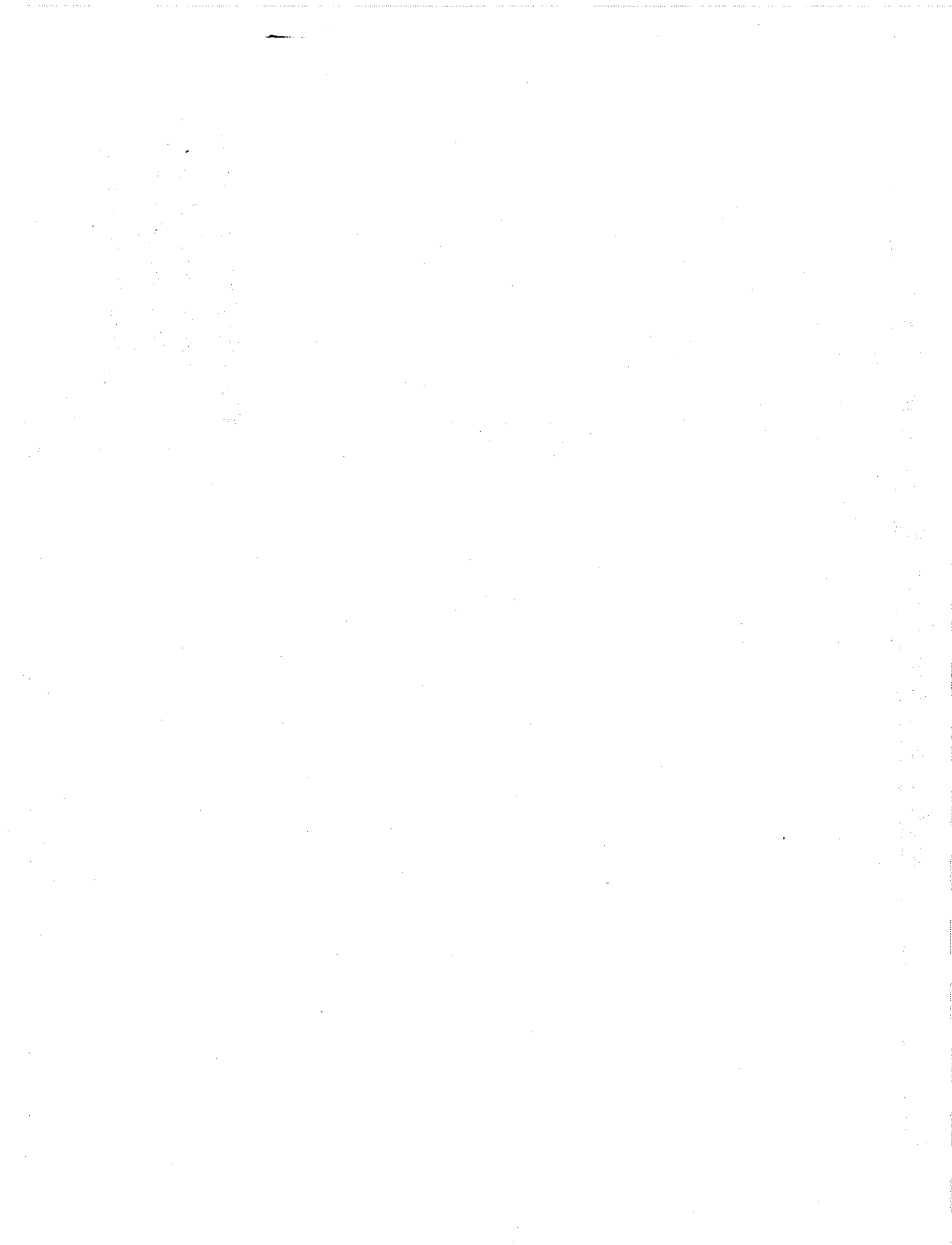
ISTEA / 56th Avenue West Beautification Project - Workshop #1 Summary

Workshop #1: Summary
Goals and Objectives
Visual Preference Survey



ISTEA / 56th Avenue West Beautification Project - Workshop #2 - Summary

- Workshop #2: Summary**
- Development Character**
- Street Configuration**
- Downtown Gateways**



ISTEA / 56th Avenue West Beautification Project - Workshop #2 - Summary

At the second ISTEA/56th Avenue West Beautification Project public workshop, the consultant team presented further traffic information and development character and street configuration alternatives. The approximately 25 workshop participants then worked in smaller groups to evaluate the alternatives, providing insightful comments and some great new ideas to the project. These comments will be incorporated into the refined 56th Avenue West plan.

The results of Workshop #2 are summarized below:

Development Character

The following development character alternatives were presented:

- "56th as Spine" - in which future development is oriented towards and concentrated along 56th Avenue West with parking behind, and 56th is made a pedestrian-friendly spine with good pedestrian connections to other areas; and
- "Enhanced Existing" - in which existing development is made more pedestrian friendly with the use of landscaping, pedestrian walkways, pooled parking, and a plaza.

Workshop participants felt that both concepts should be incorporated into future development in downtown Mountlake Terrace. The "Enhanced Existing" portrays short-term solutions, while "56th as Spine" provides a long-term development goal.

Specific comments included:

"Enhanced Existing"

- Participants really liked the idea of an activity hub/plaza between West Plaza and City Hall. They felt the alley should be closed to automobiles and the area landscaped.
 - The design of the existing commercial area, when developed, should help unify it.
 - The alternative presented was "too fractured". The number of trees should be reduced and sight distances retained.
 - Pedestrian walkways through parking areas should be raised above the level of the automobile surface.
- ### "56th as Spine"
- Better in the long run, but more difficult to implement.
 - The idea of a main crossroads focus at the intersection of 56th Avenue and 228th Street is a good one.
 - Mixed-use with residential/offices over retail would be welcome in the downtown.
 - If the East Plaza were to develop oriented toward the street, a mini plaza area should be created at the corner of 56th and 228th, and a walkway should be provided from the plaza to the parking behind the building.
 - Street lights along 56th Avenue may be the key unifying element.
 - A mid-block crosswalk should be provided in the commercial area on 56th Avenue.

ISTEA / 56th Avenue West Beautification Project - Workshop #2 - Summary

Street Configuration

Four alternatives for the downtown section of 56th Avenue West were presented at the workshop. They included:

- "The Boulevard" - with a 4-foot wide landscaped planting strip on each side of the street;
- "The Swerve" - with a bus pull-out, parking, and landscaping on one side of the street on one block, switching to the other side of the street on the next block;
- "The Parking Lane" - with bus pull-out, parking, and landscaping on the west side of the street; and
- "The Median" - with a landscaped median in front of the Mountlake Terrace Market on 56th Avenue.

"The Swerve" was the preferred alternative of both workshop groups. The workshop participants felt that it best satisfied their needs by providing bus pull-outs and turn lanes (most important), landscaping on 56th Avenue, on-street parking if desired, narrowed street and sidewalk bulbs at intersections.

Comments included:

- Trees along street are positive. Participants would also like to see color in the form of flowering trees, shrubs, perennials, and annuals and hanging baskets.
- The bus pull-outs need to be located near commuter parking.
- Street modulation and landscaping would slow traffic. This is perceived as positive.

- Most participants felt that on-street parking was not a priority in the downtown.
 - One group felt that a mid-block crosswalk between Times Square Antiques and the Arctic Circle would be helpful.
 - Crosswalks should incorporate paving different from the street surface to identify them as "pedestrian places".
 - Thought should be given to widening sidewalks.
- Concerns included:
- The fact that "The Swerve" might necessitate consolidation of curb cuts. Workshop participants agreed that this was fine if it could be done without negatively affecting access to businesses or parking.
 - The consultants should take a look at achieving more symmetry with plantings on both sides of the street.
 - Landscaping should not obscure business or traffic signage.
 - Low-maintenance landscaping should be chosen. Participants felt that the City and the community do not have a good track record of maintaining street landscaping.
 - Landscaping on the west side of 56th Avenue West will need to take into account the low power lines on that side of the street.

ISTEA / 56th Avenue West Beautification Project - Workshop #2 - Summary

Downtown Gateways

We ran out of time and were unable to get to a brainstorming session to look at gateways to downtown on 56th Avenue. However, some informal discussion of gateways did occur, and the following comments will guide the consultants' design efforts in the next few weeks:

- Traffic should be slowed south of 244th Street and north of 228th Street.
- Some sort of a gateway or marker should indicate to drivers that they have left the commercial area and have entered a residential neighborhood.
- On-street parking should be retained on both sides of the street for residential neighborhoods.
- Traffic in residential neighborhoods should be two-lane with no turn lane.
- A pedestrian activated crosswalk should be considered at 228th Street on 56th Avenue.



ISTEA / 56th Avenue West Beautification Project - Workshop #3 - Summary

Workshop #3: Summary
Design Concepts
Prioritization



ISTEA / 56th Avenue West Beautification Project - Workshop #3 - Summary

Summary

The ISTE A / 56th Avenue West Beautification Project's third and final workshop was held on Thursday evening, November 9, 1995 at City Hall.

The workshop had three objectives:

- Approval of design concepts for the commercial district's development strategy, 56th Ave. W street configuration, and gateways to the commercial district.
- Prioritization of the projects listed above.
- Discussion of the next steps to take in completion of the beautification project.

The design concepts were refinements of work done in earlier workshops, and the information presented was very well received.

The most important projects were identified to be the main intersection improvements and the north and south gateways. Most people felt that the main intersection was the logical pilot project, but that the north gateway should be undertaken if the main intersection improvement's cost proves to be more than this pilot project can afford.

The next steps include production of a final public document and presentation of the final plan to the City Council for approval. A pilot project will be selected, refined, and engineered and could be constructed this spring.

Design Concepts

Development Concept

- The development concept received strong approval from the workshop participants.
- Suggestions for tidying the city included cleanup days and a volunteer crew funded by local property owners.
- Creation of a BIA was suggested to pool businesses resources.
- Reduction of parking requirements could be a way to reduce the amount of land downtown designated to parking.
- Arctic Circle restaurant should be retained as a landmark.

Street Configuration

- The street configuration concept was well-liked, especially the bus pull-out possibility.
- The mid-block crosswalk in front of the Arctic Circle received mixed reviews, with some workshop participants very supportive of the idea and others concerned about the safety of a mid-block crossing on a street with 56th's traffic volumes.
- The reconfiguration of 232nd Street SW to accommodate parking was viewed positively.
- Timing of traffic lights was suggested as a method to improve traffic flow and safety.
- It was felt that parking should be retained in front of residential properties, but that, at the corner of 236th, the free lane should be used for landscaping.

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- Suggestions for the nursery property included a cleanup drive and beautification through development of a demonstration site for the nursery.

56th Ave. W / 232nd Street SW Intersection Improvements

- The design concept for the commercial area's main intersection, including the banners and the pavers, was well received.
- Additional elements suggested included a sculpture at the northeast corner, benches, and hanging planters with seasonal themes.

South Gateway

- Improved signage at 236th Street SW and 56th Ave. W, providing better directional assistance and announcing entry to the commercial district, was viewed as a positive undertaking.
- The post sign was preferred over the bracket-mounted.
- It was also suggested that the city be advertised on I-5 at 220th Street SW, perhaps a gas, food, and special activities sign.

North Gateway

- A northern gateway created by landscaped bulbs in the parking lane just south of 228th Street SW was considered a good option.
- Signage at the gateway was considered important.

- The signage design needs to be further reviewed. While many people liked the low, monumental sign, it may block drivers' sightlines and be unsafe.
- The signage to the recreation pavilion and elementary school should also be improved.

Prioritization

Construction of the recommended main intersection improvements best satisfies the goals and objectives developed in this project's first public workshop. The north gateway construction was viewed as next responsive.

In general, workshop participants felt that they would prefer to construct the main intersection improvements as the pilot project if it can be completed within the existing budget. If not, the north gateway becomes the preferred pilot project.

Once these three nodes, the main intersection and the north and south gateways, are constructed, the remainder of the street improvements along 56th Ave. W, and then 232nd Street SW, would be undertaken.